

# Memorandum

---



---

To:	Roger Healy	Date:	8/24/01
From:	Mark Dalton	File #:	07072-144
Subject:	Potential Hazardous Waste Sites		

---

## Introduction

HDR investigated the proposed locations of the Gravina Access Project Alternatives C3(a), C3(b), C4, D1, F3, G2, G3, and G4 to characterize the potential for occurrences of hazardous wastes and environmental contamination within the project boundaries. The project alternatives were mapped on Ketchikan Gateway Borough parcel maps to determine which sites would be affected by construction of roadways and other project facilities. None of the known contaminated sites identified in the *Gravina Access Project Affected Environment Technical Memorandum* (HDR, October 2000) are located within the construction rights-of-way of the eight project alternatives. This memorandum describes the general land uses of the areas within the construction rights-of-way of the alternatives and identifies those areas where further characterization is necessary to determine the potential for encountering hazardous materials and wastes during project construction.

## Existing Land Use Within Alternative Rights-of-Way

The following paragraphs characterize the existing land use within the construction rights-of-way for the alternatives. There are no known or suspected contaminants or documented contaminated sites within Tongass Narrows; therefore, locations of the offshore in-water structures are not a concern with respect to hazardous wastes.

**Alternative C3(a)** would begin on Revillagiedo Island at the intersection of Tongass Avenue and Signal Road. At this intersection, the proposed alignment would be located directly south of a commercial bank and directly north of a car dealership. Construction right-of-way would be required within both the bank and car dealership properties. From Tongass Avenue, the alternative would gain elevation along the hillside parallel to Tongass Avenue, uphill from small residential properties. Most of the hillside area within the construction right-of-way is undeveloped. Alternative C3(a) would cross Tongass Avenue on piers that, based on preliminary engineering, would require pier placement in the vicinity of a residence on Tongass Avenue. On Gravina Island, the alternative would be constructed mostly on fill within the airport's aviation lands (i.e., portions of the airport property designated for use directly related to the aviation facilities) and would traverse undeveloped land within the airport reserve property.

## Memorandum



The alignment of **Alternative C3(b)** would follow the same general alignment as C3(a), except where it would cross Tongass Avenue and Tongass Narrows. The land uses along the alignment for C3(b) would be the same as described for C3(a); however, C3(b) would not directly affect residential properties on Tongass Avenue.

**Alternative C4** would intersect Tongass Avenue near residential properties south of the Ketchikan Redi-mix Quarry. It would climb the hillside to the north, traversing the quarry property parallel to Tongass Avenue. A construction staging area with construction waste (rusted metal, lumber, 55-gallon drums) is located adjacent to the proposed alignment. Alternative C4 would cross Tongass Avenue in an area that is undeveloped. On Gravina Island, Alternative C4 would follow the same alignment as Alternatives C3(a/b).

**Alternative D1** would intersect Tongass Avenue near residential properties south of the Ketchikan Redi-mix Quarry. It would climb the hillside to the north, arcing through the quarry property before crossing Tongass Avenue. Alternative D1 would cross the construction staging area with construction waste (rusted metal, lumber, 55-gallon drums) on the quarry property. It would cross Tongass Avenue in an area that is undeveloped. On Gravina Island, Alternative D1 would follow the same alignment as Alternatives C3(a/b) and C4.

**Alternative F3** would intersect Tongass Avenue south of the U.S. Coast Guard station in an area that is undeveloped. The proposed alignment would traverse undeveloped areas on Pennock Island and on Gravina Island before entering the airport's aviation lands.

**Alternative G2** would involve construction of a ferry terminal and parking facilities on Peninsula Point in the vicinity of a Pro Mech aircraft hangar and other disturbed lands. The ferry terminal and parking facilities on Gravina Island would be located on currently undeveloped land in the vicinity of Lewis Point. The access road would traverse undeveloped land before reaching the airport's aviation lands.

**Alternative G3** would involve construction of a ferry terminal and parking facilities in a commercial area of downtown Ketchikan. The site is currently occupied by a fast-food restaurant. The ferry terminal and parking facilities on Gravina Island would be located on currently undeveloped land. The access road would traverse undeveloped land before reaching the airport's aviation lands.

**Alternative G4** would involve construction of a ferry terminal and parking facilities adjacent to the existing airport ferry terminals on both Revillagigedo and Gravina islands. The waterfront on Revillagigedo Island in the vicinity of the proposed new ferry terminal is used for commercial and industrial activities. The ferry terminal and parking facilities on Gravina Island would be located adjacent to the existing airport facilities. The roadway alignment would follow the shoreline south of the ferry terminal, wrap around the southern end of the airport runway, and follow the alignment of alternatives C3(a/b), C4, and D1 to airport development land.

## Recommendations for Further Study

The following paragraphs identify properties where further investigation is recommended to determine whether hazardous wastes are present, relative to each of the alternatives. For all alternatives, further investigation of the airport property is recommended to characterize hazardous materials transport, storage, use, and disposal practices and to identify potential releases of hazardous wastes. Sites recommended for further study would be subject to a Phase I Hazardous Waste Site Investigation in accordance with guidelines of the American Society for Testing and Materials (ASTM E1527-00, 2000) and would include interviews with property owners, a review of historical documents, agency consultation, and site inspection.



**Alternatives C3(a/b):** Further investigation is recommended to characterize the hazardous waste potential of the bank property and the car dealership on the north and south corners of the Tongass Avenue-Signal Road intersection. Previous use of these properties may have involved the use of hazardous materials and/or the generation of hazardous wastes. Current practices at the car dealership (e.g., vehicle maintenance and repair) should also be investigated to characterize the likelihood of a release of hazardous wastes (e.g., solvents, used oil, battery fluids) to the environment.

**Alternatives C4 and D1:** Further investigation is recommended to characterize the hazardous waste potential of the quarry site and associated construction staging area. A site inspection would be useful in determining whether hazardous wastes have been released to the environment from the 55-gallon drums and metal parts stored at the construction staging area.

**Alternative F3:** None of the properties traversed by this alignment, other than the airport property, indicates the need for further investigation of potential hazardous wastes.

**Alternative G2:** The Pro Mech hangar at Peninsula Point should be further investigated to determine whether hazardous wastes have been released from the site. Past and current practices involving aircraft maintenance likely involve the use of hazardous materials and disposal of hazardous wastes, some of which may have been released to the environment. Areas previously disturbed (cleared and filled) should also be further investigated.

**Alternative G3:** The site of the ferry terminal on Revillagigedo Island is in a commercial area of downtown Ketchikan that could have been used for activities requiring the use of hazardous materials and/or the generation and disposal of hazardous wastes. Further investigation of this site is required to determine whether past uses of the site could have resulted in the release of hazardous wastes to the environment.

**Alternative G4:** The location of the G4 ferry terminal adjacent to the existing airport ferry terminal could have been used for activities requiring the use of hazardous materials and/or the generation and disposal of hazardous wastes. Further investigation of this site is required to determine whether past uses of the site could have resulted in the release of hazardous wastes to the environment.

## Conclusion

All of the alternatives would involve construction within the airport property (aviation and airport reserve lands). The airport property should be investigated further to characterize the potential for the presence of hazardous wastes in the soil, groundwater, surface water, and air, particularly in those areas where construction could occur. No other properties on Gravina Island have been identified as areas requiring further investigation for hazardous waste potential.

The following properties on Revillagigedo Island are recommended for further investigation with respect to potential hazardous waste occurrences:

- The bank property and car dealership at the north and south corners, respectively, of the Tongass Avenue – Signal Road intersection [Alternatives C3(a) and (b)]
- The quarry site and associated construction staging area (Alternatives C4 and D1)
- The Pro Mech hangar on Peninsula Point (Alternative G2)
- The commercial/industrial areas proposed as ferry terminal sites for Alternatives G3 and G4